

# THE RIO NEWS.

PUBLISHED EVERY TUESDAY.

VOL. XIX.

RIO DE JANEIRO, MARCH 22ND, 1892.

NUMBER 12

## WILSON, SONS & CO. (LIMITED)

2, PRAÇA DAS MARINHAS  
RIO DE JANEIRO.

### AGENTS OF THE

*Pacific Steam Navigation Company*  
*United States & Brazil Mail S. S. Co.,*  
*Shaw, Savill & Albion Co., Ltd.*  
*The New Zealand Shipping Co., Ltd.*  
*Prince Steam Shipping Co., Ltd.*  
*Gellatly, Hankey, Sewell & Co's. Brazil Line.*  
and the  
*Commercial Union (Fire & Marine)*  
*Assurance Co., Limited.*

Coal.—Wilson, Sons & Co. (Limited) have depots at St. Vincent, (Cape Verde), Montevideo, La Plata and at the chief Brazil Ports; and, among others, supply coal under contract, at Rio, etc.

The Brazilian Government;  
Her Britannic Majesty's Government;  
The Transatlantic Steamship Companies;  
The New Zealand Shipping Companies;  
&c., &c.,

Insurance.—Fire and Marine Insurances effected at moderate rates.

Coal.—Large stocks of the best Cardiff steam Coal always kept in Rio depot on Conceição Island.

Tug Boats always ready for service.

Ballast Supplied to ships.

Establishments: Wilson, Sons & Co. (Limited), London, Cardiff, St. Vincent, (Cape Verde), Rio, Bahia, Pernambuco, Santos, Montevideo, Buenos Ayres and La Plata.

### Official Directory

U. S. LEGATION.—No. 45, Rua das Laranjeiras. Office hours 10 a. m. to 1 p. m. WILLIAM H. LAWRENCE, Chargé d'affaires ad int.

BRITISH LEGATION.—Travessa de D. Manoel, No. 8. GEORGE H. WYNDHAM, Minister.

AMERICAN CONSULATE GENERAL.—No. 20, Largo da Carioca. O. H. DOCKERY, Consul General.

BRITISH CONSUL GENERAL.—No. 8, Travessa de D. Manoel. WM. GEO. ARBOFF, Consul General.

### Church Directory

CHRIST CHURCH.—Rua do Evaristo da Veiga. Morning service every Sunday at 11 a. m. Evening service during cool season according to notice. Holy communion after morning service on 1st Sunday in the month and on 3rd Sunday of 9 a. m. Baptisms after morning service, or at other times by special arrangement.

HENRY MOSLEY, M.A., British Chaplain.

METHODIST EPISCOPAL CHURCH.—Largo do Catete. English services at 11:30 a. m. Sundays. Portuguese services at 10:30 a. m. and 7:30 p. m. Sundays: 7:30 p. m.—E. J. V. Pastor.

Office: 70, Rua Sete de Setembro, and floor: 10 to 12 1/2 blocks.

PREBYTERIAN CHURCH.—No. 15 Travessa da Harreja. Services in Portuguese every Sunday at 11 a. m. and 7 p. m., Sundays; and at 7 p. m. Thursdays.

A. TRAJANO, Pastor.

BAPTIST CHURCH.—Rua do Gondy d'Alto, No. 122. Services in Portuguese every Sunday at 11:30 a. m. and 7 p. m. and every Wednesday at 7 p. m.

W. B. BAGBY, Pastor.

Residence: Rua de Petropolis, No. 9.

IGREJA EVANGELICA FLUMINENSE.—Rua Larga de S. Joaquin, No. 179.—Divine service in Portuguese on Sundays: Prayer meeting at 10 a. m.; Worship at 11 a. m. Biblical class to study the Holy Scriptures, at 5 1/2 afternoon. Gospel preaching, at 7 1/2 p. m. on Wednesdays. Biblical study, and preaching, at 9 p. m.

JOAO M. G. DOS SANTOS, Pastor.

### Medical Directory

Dr. W. Havelburg, Physician, Surgeon and Accoucheur; just returned from a visit to Berlin to study Dr. Kuchel's new remedy for tuberculosis. Office and residence: Rua da Alfândega No. 29, from 10 to 4 p. m.

Dr. Cleary, Physician and Surgeon; Office 31, Rua dos Ourives. Hours, from 12 to 5. Residence, Rua da Real Grandessa No. 33. Butafogo. Telephone 1556.

Dr. C. Feldhagen, Surgeon and Accoucheur. Cons. from 2 to 4. Praça General Osório No. 63. Res. Rua Marquez de Abrantes No. 57. Telephone 1128.

Dr. Oliveira Aguiar, Physician. Residence: Praça Duque de Caxias No. 29. Telephone 1147. Office: Rua do Ouvidor No. 143, hours from 10 to 3 p. m.

Dr. Edmundo de Oliveira, of Rio de Janeiro School of Medicine. Fevers, accouchements, operations. Special consultations at private houses and on board vessels. Rua dos Ourives No. 35.

Dr. A. Stewart, late resident surgeon Glasgow Western Infirmary and senior assistant physician City of Glasgow Fever Hospital. Office, 30 Rua do Hospicio 1 to 3 p. m.; residence 108 Rua Marques d'Alarantes.

Dr. Raymond Bandeira, residence, Rua Benjamin Constant 24, Gloria. Office: Rua do Rosario No. 23, 12 to 3. Telephone 5254.

### Miscellaneous.

RIO HARBOUR MISSION.—Sailors Home and Institute.—No. 1, Travessa do Moreira, Rua do Lavramento, Saude.—Bethel services: In English on Sundays at 3 p. m. and 7 p. m.; on Mondays at 9 p. m. First and Easy Concert on Wednesdays at 8 p. m. Reading room open daily from 10 a. m. to 9 p. m.

BRITISH AND FOREIGN BIBLE SOCIETY'S AGENCY.—Rua Sete de Setembro No. 71.—On sale, the Holy Scriptures in Portuguese, English, French, German, Italian, Spanish and other languages. Also Evangelical books, tracts, hymns, in Portuguese.

JOAO M. G. DOS SANTOS, Agent.

## FLINT & Co.

142, Pearl St., New York

CONTRACTORS AND COMMISSION MERCHANTS  
MACHINERY AND RAILWAY SUPPLIES.

Sole Export Agents in New York for many of the Leading Manufacturers of the United States. Established Houses in Brazil can secure exclusive rights on specialties.

Correspondents of

## QUAYLE DAVIDSON & Co.

121, RUA DA QUITANDA,  
RIO DE JANEIRO.

CAIXA DO CORREIO 248.

## Companhia Importadora Paulista.

(THE S. PAULO TRADING COMPANY.)

CAPITAL—1,000,000\$000, or £100,000 Sterling.  
RESERVE FUND . . . . . 50:000\$000

IMPORTERS, COMMISSION MERCHANTS, ETC.

Agents for the:

Alliance Assurance Company, London,  
Bovril's Fluid Beef Company, London,  
Aspinall's Enamel, London;  
T. P. Griffin's Guinness' bottled stout,  
Thomas Hughes, Longport, Staffordshire,  
Godefringer Company, London,  
Wm. Cory & Co., Belfast,  
Wm. Crawford & Sons, Edinburgh,

Warehouses:—Rua Florencio de Abreu 15 and Largo do Ouvidor 1<sup>o</sup>

Head offices and sample show rooms:—Largo S. Francisco 1.

Address all correspondence to

JOSEPH W. MEE,  
Managing Director,  
SAO PAULO, BRAZIL.

CAIXA 186,

## COMPANHIA ECONOMICA, GAZ, AGUA E ESGOTOS.

SAO PAULO.

Capital . . . . . 1,000,000\$000

General Plumbers,  
Electrical and Hydraulic Engineers,  
Gas, Water, Electric and Sanitary fittings always in stock.  
Direct importers from Europe and United States.

Show rooms and technical offices:

Rua Direita No. 47

Warehouse and Work Shops:

Rua da Conceição No. 40

Technical office and workshops under the management of skilled mechanics.

DIRECTORS:

JOSEPH WILLIAM MEE, President.

WILLIAM M. COTCHING, Secretary.

Address correspondence to Caixa 186,  
SAO PAULO, BRAZIL.

## CORCOVADO RAILWAY.

HOTEL DAS PAINEIRAS.

Telephone 1135.

Trains leave Cosme Velho for Corcovado on week days at 6:20, 8, 11 a. m., 2, 5:15 and 8 p. m.; returning from Paineiras at 7:15, 9:30 a. m., 1, 4:30, 7 and 9 p. m. On Sundays and Holidays for Corcovado at 6, 8, 9:30, 11 a. m., 12:30, 2, 3:30, 5:15 and 8 p. m.; from Paineiras at 8:35, 10:05, 11:35 a. m., 1:05, 2:35, 4:05, 6, 7 and 9 p. m.

Take the yellow car (Laranjeiras or Aguias Fereiras) at the Largo da Carioca 45 minutes before the departure of trains.

## MILLER, GUILD & Co.

80, RUA 15 DE NOVEMBRO, SANTOS.

P. O. Box. 139—Cable Address "Naiad"

General & Commission Merchants  
Steam Ship Agents  
Tug Boat and Lighter Owners.

## W. R. CASSELS & Co.

13 Rua Primeiro de Março, RIO DE JANEIRO,

32 Rua do Comercio, SAO PAULO,

and

CASSELS, KING & Co.

858, Calle Cangallo, BUENOS AYRES.

Importers and Agents for Manufacturers.

Further Agencies, suitable to their lines of business—Hardware, Domestic good, Specialties, etc., etc.—are respectfully solicited.

## THE MONTEVIDEO TIMES

(Late "The River Plate Times.")

DAILY MORNING PAPER

ESTABLISHED 1888.

The only newspaper in the English language published in the Republic of Uruguay.

Circulates in Montevideo and the Republic of Uruguay, Buenos Aires and the Argentine Republic, Europe and the United States.

This paper is absolutely independent and is the acknowledged representative organ of English interests in the Republic.

FIRST CLASS ADVERTISING MEDIUM.

Advertisements and subscriptions received by post. For terms, etc., apply to THE MANAGER,

Calle Treinta y Tres 61.—Montevideo.

## CHARLES HUE JUN<sup>R</sup> & CO.

Ship Chandlers and Commission Merchants

Rua Fresca No. 8.

CAIXA 392. RIO DE JANEIRO.

Water supplied on short notice.

## MR. R. J. GALLANDER, G.E.

undertakes to make Surveys, Plans, Estimates, Reports, etc., and to carry out the Construction of Engineering, and Architectural Works, in accordance with Government Regulations.

67, Rua do Ouvidor—Rio.

## AMERICAN Bank Note Company,

78 to 86 TRINITY PLACE,  
NEW YORK.

Business Founded 1795.

Incorporated under laws of the State of New York, 1816.

Reorganized 1879.

ENGRAVERS AND PRINTERS OF

BONDS, POSTAGE & REVENUE STAMPS,

LEGAL TENDER AND NATIONAL BANK

NOTES OF THE UNITED STATES; and for

Foreign Governments.

ENGRAVING AND PRINTING,

BANK NOTES, SHARE CERTIFICATES, BONDS

FOR GOVERNMENTS AND CORPORATIONS,

DRAFTS, CHECKS, BILLS OF EXCHANGE,

STAMPS, &c., in the finest and most artistic style

FROM STEEL PLATES.

With SPECIAL FACILITIES TO PREVENT COUNTERFEITING.

Special papers manufactured exclusively for

use of the Company.

SAFETY COLORS. SAFETY PAPERS.

Work Executed in Fireproof Buildings.

LITHOGRAPHIC AND TYPE PRINTING.

RAILWAY TICKETS OF IMPROVED STYLES.

Show Cards, Labels, Calendars.

JAMES MACDONOUGH, President.

AUG. D. SHEPARD, } Vice-Presidents.

TOURO ROBERTSON, }

THO. H. FREELAND, Sec'y and Treas.

JNO. E. CURRIER, Ass't Sec'y.

J. K. MYERS, Ass't Treas.

## BALDWIN LOCOMOTIVE WORKS,

PHILADELPHIA, PENN.

(Established, 1833)

BURNHAM, WILLIAMS & CO.,

Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mini Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers.

Sole Agents in Brazil:

Norton, Megaw & Co.

No. 82, Rua 1<sup>o</sup> de Março.

Rio de Janeiro.

## JOHN H. BELLAMY & Co.

General and Commission Merchants,

SHIPPING AND STEAMER AGENTS.

AGENTS FOR

Companhia de Fiação e Tecelagem Carioca

Companhia de Navegação Carioca

Coasting Steamers.

The Alliance Insurance Co.

P. O. Box 741. Rio de Janeiro.

## NOBEL'S EXPLOSIVES CO. LIMITED.

Gelignite and Dynamite

In cases of 50 lbs. ea., nett weight

Gelignite is a new and very powerful explosive. Besides possessing great breaking power it commends itself for use in this country by reason of the fumes after explosion not being injurious to the workers. On this account alone great advantage is obtained over most explosives, by its use, and more especially when operating in confined places.

Also patent Detonator caps and Bickford's patent use. For further information and price, apply to the

Agents for Brazil:

Watson, Ritchie & Co.

No. 25, Rua Theophilo Ottoni.

Rio de Janeiro.

## THE WESTINGHOUSE AIR BRAKE COMPANY,

PITTSBURG, PA., U. S. A.

MANUFACTURERS OF THE

## WESTINGHOUSE AUTOMATIC BRAKE

The Westinghouse Automatic Brake is now in use on 22,000 engines, and 250,000 cars. This includes 161,000 Freight Cars.

This is 16 per cent of the entire freight car equipment of the United States.

Orders have been received for 100,000 Quick Action Brakes since December, 1887.

For further particulars apply to their Representatives in Brazil:

Norton Megaw & Co.

82, Primeiro de Março,

Rio de Janeiro.

Insurance.

**THE EQUITABLE**

Life Assurance Society of the United States

Preliminary statement, 31st December 1891.

Insurance in force . . . . .	£ 160,000,000
Assets . . . . .	27,000,000
Surplus . . . . .	5,000,000
New business 1891 . . . . .	46,000,000

Harold Corby,

Manager for Brazil.

**BRITISH & FOREIGN MARINE INSURANCE COMPANY, LIM'D**

Capital..... £1,000,000 sterling  
Reserve fund... 1,328,751 ..  
Uncalled capital. 2,490,751 ..

Agents: Cia. Internacional Comercio e Industria  
67, Rua 1º de Março. Telephone No. 427.

**COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, OF LONDON. FIRE AND MARINE.**

Fire Risks Marine Risks  
Authorized 1870 Authorized 1884.

Agents for the Republic of Brazil  
Wilson Sons & Co. Limited.  
No. 2 Praça das Marinhas.

**GUARDIAN FIRE AND LIFE INSURANCE CO.**

Agents in Rio de Janeiro  
Smith & Youle.  
No. 62, Rua 1 de Março.

**LONDON AND LANCASHIRE FIRE INSURANCE Co.**

Agents in Rio de Janeiro  
Watson Ritchie & Co.  
No. 95, Rua de Theophilus Ottoni

**THE MARINE INSURANCE COMPANY LIMITED.**

Capital..... £1,000,000 sterling  
Reserve fund.... £ 480,000 ..

Agent in Rio de Janeiro  
G. C. Anderson.  
Rua de S. Pedro No. 1-1st floor.

**CRASHLEY & Co.,**

Newspaper and Bookellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for

The European Mail.

A large assortment of English novels, of the Tauchnitz Editions, of the Franklin Square Library and of the Lovell Library constantly on hand.

Views of Rio and neighbourhood.  
Orders received for Scientific and other books.

Agents for Longstreth's Rubber Stamps.

Dealers in Atkinson's, Pilsse & Lubin's and Royal Perfumeries and Pearl's Soap  
No. 67, Rua do Ouvidor.

**ROYAL INSURANCE COMPANY, LONDON AND LIVERPOOL**

Capital..... £2,000,000  
Accumulated Funds.... £6,000,000

Insures against the risk of fire, houses, goods and merchandise of every kind at reduced rates.

John Moore & Co, agents.

No. 8, Rua da Candelaria.

**PHENIX FIRE OFFICE.**

Established 1782

Authorized by Imperial Decree No. 8,057 of March 24th, 1881.

Insures against risk of fire, houses, goods and merchandise, and offers the best of guarantees with the most favorable conditions.

G. C. Anderson, Agent.

Rua de S. Pedro, No. 1-1st floor.

**W. HAWKESWORTH CONSULTING CIVIL ENGINEER**

Specialties:—Location and construction of Railways; Iron and Steel Bridges and Buildings; Tunnelling, etc.; Harbour and Submarine works.

Office: 89, Rua 1º de Março

**CHALK & COONAN, SANTOS AND S. PAULO,**

SHIPPING AGENTS & EXCHANGE BROKERS.  
(P. O. Box 136).

Agents for  
Casa Lupton  
Banco dos Lavradores  
(Secção Commercial).

**ELECTRICITY.**

Thomson-Houston International Electric Co.,

OF THE UNITED STATES OF AMERICA.

Estimates given for Electric railways, overhead single wire system. Also for Arc and Incandescent lighting. Isolated and Central Station plants, Electric Mining Machinery, Electric Motors and Transmission of Power.

City lighting a speciality.

ARTHUR H. BROWN,

Agent for Brazil.

Office, 2, Rua S. Pedro, 2nd floor.

P. O. Box. 954. RIO DE JANEIRO

**Banks.**

**LONDON AND BRAZILIAN BANK, LIMITED.**

Capital..... £ 1,000,000  
Capital paid up..... 750,000  
Reserve fund..... 450,000

HEAD OFFICE: LONDON.

BRANCH OFFICE IN RIO DE JANEIRO  
4, Rua da Alfandega

Draws on Head Office and the following Branches and Agencies:  
LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, SANTOS, SÃO PAULO, RIO GRANDE DO SUL, PELOTAS, PORTO ALEGRE, MONTEVIDEO, BUENOS AYRES AND NEW YORK.

Also on:

Messrs. Glyn, Mills, Currie & Co., LONDON,  
Messrs. Mallet Frères & Co., PARIS,  
Messrs. Schroder & Co., J. H. Schroder & Co., HAMBURG,  
Messrs. J. von Berenberg, Gossler & Co., HAMBURG,  
Messrs. Grant Brown & Co., GENOA,

**THE LONDON AND RIVER PLATE BANK, LIMITED.**

LONDON: 52, Moorgate St. E.C.

Rio de Janeiro: No. 4, Rua da Alfandega,  
1st floor (provisionally)

Authorized by Decree No. 591, of 17th October, 1891.

Subscribed capital. . . . . £ 1,500,000  
Realized do . . . . . " 900,000  
Reserve fund . . . . . " 750,000

**BRANCHES:**

→ Paris, Buenos Aires, Montevideo and Rosario. ←

DRAWS ON:—

London and County Banking Co., Ltd.—LONDON.  
Banque de Paris et des Pays Bas.—PARIS.  
Banco de Portugal and agencies.—PORTUGAL.

**BRASILIANISCHE BANK FÜR DEUTSCHLAND.**

Established in Hamburg on 16th December 1887 by the "Direction der Disconto Gesellschaft" in Berlin and the "Norddeutsche Bank in Hamburg," Hamburg.

Capital. . . 10,000,000 Marks.

**BRANCH-OFFICE IN RIO DE JANEIRO.**

1 A, Rua da Candelaria, 1 A

(Authorized by Decree No. 10,030)

Draws on: { Direction der Disconto Gesellschaft, Berlin, } and correspondents.  
Germany..... { Norddeutsche Bank in Hamburg, Hamburg }  
N. M. Rothschild & Sons, London.  
International Bank of London, Limited London.  
Wm. Brandt's Sons & Co., London.  
France..... { Crédit Lyonnais }  
and branches.  
Spain..... { Banque d'Anvers, Antwerp. }  
Belgium..... { H. Albert de Hary & Co., Antwerp. }  
Banco Generale, branches and correspondents.  
Italy..... { Meunier & Co., Naples. }  
Banco Lisboa & Açores and correspondents.  
Portugal..... { G. Amsinck & Co., New York. }  
United States..... { Ernesto Tornquist & Co., Montevideo. }  
Uruguay..... { Ernesto Tornquist & Co., B. Ayres. }  
Argentina..... { Deutsche Ueisersee Bank, B. Ayres. }  
and any other countries.

Opens accounts current: Pays interest on deposits for a certain time. Executes orders for purchases and sales of stocks, shares, etc., and transacts every description of banking business.

Boettger—Krah,  
Directors.  
June 1891

**Companhia União Industrial S. SEBASTIÃO**

Share Capital..... Rs. 10,000,000  
Debentures..... £ 675,000 stg.

RIO DE JANEIRO.

Comprises the following factories:

FABRICA DE TECIDOS S. JOÃO Hessians, coffee bags and jute goods of all descriptions.  
FABRICA DE TECIDOS S. CRISTOVÃO Cotton, wool and silk goods.  
FABRICA NACIONAL DE TECIDOS DE MEIA Undershirts, hosiery, etc.  
FABRICA MANUFACTORA DE RENDAS Lace goods of all kinds.  
FABRIL BRAZILEIRA Small-ware, pins, needles, buttons, etc.  
TECELAGEM FLUMINENSE Gimpes, fringes, gold and silver lace, embroidery, etc.  
FABRICA DE FERRO GALVANIZADO Galvanised iron roofing sheets, zinc tiles, baths, kitchen ware, silver and nickel plating, etc.

SOLE AGENTS: J. H. LOWNDES & Co.  
Suc. J. V. HALL & Co.,  
No. 78, Rua 1º de Março.  
Rio de Janeiro.

**BRITISH BANK OF SOUTH AMERICA, LIMITED.**

HEAD OFFICE: 2 A, MOORGATE ST. London, E. C.

Provisional office in Rio de Janeiro:

32, RUA DA ALFANDEGA

Subscribed capital..... £ 1,000,000  
Paid up capital..... " 800,000  
Reserve fund..... " 228,000

Branches in Buenos Aires and Montevideo. Correspondents in New York and all the principal cities of Europe.

Receives deposits for fixed periods and transacts every species of Banking business.

**FELLOWS' HYPOPHOSPHITES**

**THE GREAT TONIC AND STRENGTH GIVER**

This medicine invented in Canada in 1865 has been for years and is now prescribed by the leading physicians in all parts of the world, who attest that it gives the most satisfactory results of any remedy yet produced. The diseases for which they use it, and in which they claim the greatest results are the following:

Lung Diseases, Imperfect Nutrition  
Nervous Diseases, Dyspepsia  
General Debility, Anemia

and in convalescence from all wasting diseases.

The immediate beneficial effects of FELLOWS' SYRUP in those cases of emaciation and weakness produced by long illness whether from pulmonary diseases or fevers, prove its tonic virtues and its value in accelerating digestion and assimilation.

FELLOWS' SYRUP is too well known to require further remark; it cannot be closely imitated though many persons have sought to trade upon its reputation.

Full directions accompany each bottle.

FOR SALE BY ALL DRUGGIST AND CHEMISTS.

Sole Agents:

W. R. Cassels & Co.

Rua da Candelaria, 8.

**OKELL, WILSON & Co.**

21 Rua Conselheiro Saraiva  
22 Becco de Bragança.

AGENTS OF THE

Northern Assurance Company.

General and Commission Merchants

for foreign and home trade with the interior.

**HAUPT & Co. RIO DE JANEIRO.**

53, Rua da Alfandega.

Imports and Commissions.  
Railway Material.  
Holding Stock.  
Machinery.

**RUBBER HAND STAMPS.**

and Metal-Bodied Rubber Type.

S. T. LONGSTRETH,

Office and works: 18, Travessa do Ouvidor, 1st floor. NB.—Special attention given to large stamps (trade-marks) and large type for marking coffee bags.

Business Signs Engraved

**ENVELOPES.**

A LARGE ASSORTMENT LATELY RECEIVED OF LONG DOCUMENT ENVELOPES, manufactured from blue and white cloth-lined paper and Japanese parchment:

**SQUARE COMMERCIAL ENVELOPES**

from superior calendared papers of various colors;

**American Commercial Envelopes,**

made from the best white and tinted papers;

**LINEN ENVELOPES,**

made from the best qualities of linen papers known in the United States. These envelopes are superior in both quality and make. Samples may be seen at the

**Typographia Aldina,**

79 Sete de Setembro—1st floor.

(Under new direction.)

**BUSINESS NOTICES**

**The Enterprise of the Companhia Nacional de Navegação Costeira.**—Commerce is the civilizing factor of the world. Transportation is the ozone of the commercial atmosphere. Modern methods demand increased speed, substantial comforts for passenger traffic and particular attention to commercial interests. The Midland Railway does not send trains thundering between London and Liverpool for the mere sake of hearing the whistle. It is a stimulant to the commerce of the British Isles and is an invigorant of the English influence round the earth. The New York Central does not send magnificent trains dashing at the rate of above a mile a minute between the Grand Central depot on 42nd street and Buffalo for the mere sake of the speed. This is a commercial indication. Business is advancing. The great west of the northern republic demands more immediate communication with the metropolitan heart. It is developing.

On Saturday, April 2nd, the Companhia Nacional de Navegação Costeira, responsive to the demands of the times, inaugurates in Brazil fast transportation. "When I signed the statement," said Mr. Lagey, "the company would make the trip between Rio de Janeiro and Rio Grande do Sul in 48 hours, I meant every word of it." When on the second day of April, the splendid steamer *Itaoca* starts on her initial voyage, a new era is begun in Brazil. That day is more significant in the history of this country than any great martial achievement of her past. It represents a movement in keeping with the ideas of the first nations of the globe.

It means that Rio de Janeiro is ascending in importance as a commercial metropolis and that the great state of Rio Grande do Sul is advancing in material prosperity, that her commerce and her industry are expanding.

What the second day of April will witness is the leaving of the lethargic mass of the Brazilian republic. Fast transportation to-day is an indispensable necessity between Rio and every centre of importance in the republic. Progress, commerce and agriculture are languishing for want of it. To the Companhia Nacional de Navegação Costeira belongs the honor of timely supplying this essential lack in the activity of Brazil.

The enterprise of this company can not be too highly commended. It can not be too highly paid. The government can not only afford to subsidize this enterprise but to subsidize it liberally. It is money expended to good purpose. It will return tenfold, nay in hundredfold, in the national treasury in one way and another. It will augment the production of every farm, the industry of every shop, the business of every store in Rio Grande do Sul.

Commerce will recognize this brilliant stroke of enterprise by its increased patronage, because the more it encourages it, the greater will be its own rewards.

The company has already seven magnificent steamers in the fleet, the *Itabora*, the *Itapuan* the *Itaqui*, the *Itabaiya*, the *Itapera*, the *Itauna* and the *Itacolumi*. The *Itaoca* which has just arrived is the twin sister of the *Itapuan* which is expected in a few weeks. Both are built after the same model, combining elegance, luxury of arrangements and completeness of appointments, with the maximum speed. For the passenger every comfort afforded by a first-class hotel, are provided, French cuisine, French wines of the finest quality and superb service. The protection of life is fully ensured by the best equipment of life-boats and life-preserving apparatus. 100,000 £ sterling have been expended by this company in giving to Brazil these floating palaces.

This is the tribute which the *Liverpool Journal of Commerce* of February 17th gives to the senior steamer *Itaoca*:

"The *Itaoca* is a steel twin screw vessel 280 feet long between perpendiculars, beam 35 feet, depth moulded 18 feet, draught 12 feet, and a depth of 7 1/2 inches. She is classed 'A' at Lloyd's, and is subdivided by four watertight bulkheads extending transversely from the keel to the upper deck. The bulkheads at the after end of the engine-room have two vertical watertight sliding doors, one leading to each shaft passage, and are so arranged that they may be closed from the engine-room and upper deck. The vessel has three masts, is schooner-rigged, and has one funnel. The engines are triple-expansion, the three cylinders being inverted, and measuring respectively 17 1/2, 28, and 42 inches, with a 24-inch stroke, and develop an indicated horse-power of 2,700. For the expeditious handling of cargo, she has three cargo hatches, at which there are steam winches connected with the main and donkey boilers. On the forecast there are two cargo derricks, and one on the mainmast. The steam steering gear is, of course, of the up to date type, and the windlass is fitted at the back of the monkey forecastle on the upper deck.

The passenger accommodation has been made a feature of the vessel, three classes being catered for. The first saloon is a splendid apartment, fitted up to accommodate 50 persons, and the staterooms are exceptionally large, airy, and lofty. The second-class saloon will seat 30 persons, and is a substantial, cozy-looking room, and in the stateroom, which is situated in the forward 'tween decks, 150 male and 50 female passengers can be comfortably put up. For hospital purposes two rooms have been set apart in the forward 'tween decks. The important matter of sanitation has not been overlooked, and every improvement compatible with reason has been adopted. The main-room is substantially constructed in the main hold, while the specie room is constructed in the after peak. The accommodation for the officers and crew is fitted up in a capital and satisfactory manner. The captain's cabin is situated on the bridge-deck, and is complete in every detail. Under the bridge eight rooms are appropriated for the chief, second and third officers, chief, second, third and fourth engineers, the doctor, and chief steward, and are fitted up with a really great degree of taste. The officers' mess-room is likewise a very nice apartment. The seamen and firemen are berthed forward on the lower deck. The electric light is fitted up throughout, the installation being of the most

modern description. The general plant consists of a vertical high-speed Robey engine driving a dynamo at 650 revolutions with an output of 100 volts and 100 amperes. Distributed throughout the ship there are about 130 Edison-Swan lamps of 16 c.p., while for working cargo at night there are two movable lights. The wires are partly laid out in three main circuits on the double-wire system and partly on the single-wire system. Naturally, the life-saving appliances are all that can be desired, for in addition to the regulation number of lifeboats she has two lifeboats (fitted with Hill's gear), two cutters, a gig, and a dingy. Everything possible has been done by the builders, Messrs. J. and G. Thomson, to make the ship a really serviceable and fast passenger and cargo boat, Lloyd's and the Board of Trade requirements being in every respect complied with."

**THE RIO NEWS**

PUBLISHED WEEKLY.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, a synopsis of the monthly balances of local banks, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

Subscription: 25\$000 per annum for Brazil.

\$10.00 or £2 abroad (30\$ when paid here).

SINGLE COPIES: 500 reis; for sale at the office of publication, or at the English Book Store, No. 67 Rua do Ouvidor.

All subscriptions should run with the calendar year, or terminate on June 30th and December 31st.

EDITORIAL AND PUBLICATION OFFICES.—

79, Rua Sete de Setembro.

RIO DE JANEIRO, MARCH 22ND, 1892.

**NOTICE.**

The publisher of "The Rio News," begs to announce that after the 31st instant the currency subscriptions to this paper will be increased to 25\$000 for Brazil and 30\$000 for foreign countries. This increase should have been made at the beginning of the year, owing to the greatly increased cost of labor and material, but it was thought that an improvement would soon come and the necessity for an increased rate would thus be avoided. As this much-needed improvement shows no sign of materializing, the publisher has no alternative but to advance his rates.

More than a fortnight has now passed since the government decided, upon what it considered reliable information, to extend assistance to the banks, by loaning them money upon the deposit of government securities, and we consider that all the alarm caused by this step of the finance minister may be considered allayed. We may, therefore, without suspicion, explain why we considered this step a proper one, under the circumstances then existing. A general cry had arisen that there was a real scarcity of money, and this was, partially at least, endorsed by the fact that in February the Banco do Brazil lost 5,500,000\$ of deposits and the Banco da Republica 5,200,000\$. What was to be done? The Banco da Republica is unable to issue more money, for the very simple reason that a sovereign costs 20\$000, and against its deposit the bank can issue only 26\$667. The criticisms of the government for issuing its own paper instead of obliging the bank to put out more notes can, therefore, be levelled only at the bank, and tend only to further discredit the institution. That the scarcity of money was exaggerated now appears to be established, for up to the present the only bank that has availed of the assistance offered by the government is the Banco da Republica, which has borrowed 8,900,000\$. The Treasury has, therefore, scored a trick against the wire-pullers of the Stock Exchange. It offered money against good security—and no good security has appeared. Ergo the scarcity of money was not felt by legitimate trade, but by the speculators, who had become accustomed to scaring, or wheedling, Sr. Rodrigues Alves' predecessors into concessions that have inflicted incalculable discredit and loss upon Brazil and all that have interests in it. We have always opposed the idea of a great central bank in Brazil. Such an institution is a constant peril to true republican tenets, for it means the creation of a power that means and can cause mischief. That the utter failure of the Banco da Republica

as a great financial factor is almost a conceded fact is for us, therefore, a matter for congratulation, but it must be agreed that some scheme is necessary to relieve the money market of Rio when it becomes depleted by calls from the north or from the interior, and we confess we see no better solution of this than the law which the minister of finance has revived. The money borrowed from the Treasury by the banks will only remain in circulation so long as it will furnish profits—or in other words while it is necessary; when there is no profit, the borrowing bank will return it, redeem its securities and the matter is liquidated. It is true that a dishonest finance minister could re-issue the money repaid by the banks, but this would be an excess of iniquity we decline to contemplate. In fine: the banks of issue are unable to print another milreis with the slightest prospect of profit; the enormous increase in the cost of every article of consumption requires two or three times the amount of currency requisite two years ago; the banking system of Brazil is in a most primitive condition, from which results the exportation of paper money from the centres of trade when crop movements begin. How can a fairly easy money market be better secured than by the Treasury advancing on government securities for short periods, at such an interest as will prevent improper speculation upon the loans? We confess we see none.

The continued block on the Central and other railways, the block in this port and Santos, and the general disorganization in almost every department of public service, compels us to believe that the government neither appreciates the gravity of the situation nor foresees the disastrous end to which this situation is tending. The logic of common sense and ordinary experience teaches us that when a traffic outgrows the facilities provided for handling it, more and better facilities should be at once provided. Every expense incurred for increased facilities for handling a rapidly growing traffic is necessarily reproductive; it is in every respect a paying investment. Still further, in affairs of so general and public a character, it is pre-eminently an obligatory expense, for the public welfare demands it. Here, however, the matter is treated with indifference and apathy. The government has no time for anything but political intrigue and personal advantage, while its subordinate officials, whether in the custom-house or attached to the railway service, find nothing better to do than to follow the example which their superiors set them. Although the commerce of this port is seriously crippled for want of lighters, the Central railway authorities hold scores of them loaded with heavy material and refuse to take any steps to discharge them. Though the industries and trade of the interior are seriously crippled for want of goods lying in this port they do not make one single effort to hasten them forward. Their rolling stock is becoming rained for lack of repairs and attention, and is steadily diminishing day by day, while they do nothing to keep them in order and to increase the rolling stock which the trade of this port has been demanding for the last two years. At Cachoeira, as we are informed, where a transhipment is necessary because of the break of gauge, there is merchandise waiting which was originally shipped from this city over six months ago. In Santos it is the same story with the custom-house officials. They see their port filling up with vessels, unable to discharge and incurring enormous losses through enforced delays. And yet it takes them a year to find out that they ought to do something to increase the facilities for discharge. And even now, while the interior is demanding supplies and while the streets of Santos are crowded with merchandise, exposed to theft and rain, they calmly permit loaded cars to stand one month in the railway station awaiting examination and permission to go forward. And during all this time, we venture to say, these officials manage to work never more than five hours a day, beginning at 10 a.m. and quitting at 3 p.m. If they could feel the gravity of the situation and could appreciate the consequences, they would find it impossible to avoid the conclusion that a large part of the responsibility for these losses and this unfortunate reaction in the country's progress is due wholly to their neglect, indifference, apathy and incapacity. The administration of these important public services has become discredited throughout the whole world, and for this they have only themselves to blame.

Now that this city is again in the grip of epidemic yellow fever and its population is being decimated by that terrible scourge, is it not time to initiate some definite and intelligent measure for its extirpation? Rio de Janeiro is too large and important a city to be left to the ravages of disease, or the incapacity of official parasites. With a population of half a million, the capital of a great country, and with a large and steadily increasing trade with the outside world, this city should be at once so transformed, cleansed and governed that it will be no longer looked upon as a pest-hole, to be visited with fear and trembling, and to be rigorously avoided one-half of the year. The losses to its industrial development and to its commerce, to say nothing of the inconveniences and annoyances caused to those who reside here, are simply incalculable. This year alone, these losses would cover a large part of the expense of placing the city in a better sanitary condition, and as time passes these losses will tend to increase if nothing is done to stop these terrible visitations. Self-interest as well as humanity, therefore, demand that no more time shall be lost in this vitally important work of improving the city and port of Rio de Janeiro. And these same considerations demand also that no more time and money shall be wasted on experiments, or in temporary makeshifts. An intelligent, comprehensive scientific plan should be adopted for the effective sanitary improvement of the city, and every milreis expended should be in strict conformity with it. The government should at once call upon recognized sanitary engineers for a thorough study of the present condition of the city and a plan for its improvement, and the adoption of that plan should be left to the decision of competent men. And then when once a plan has been adopted, every milreis expended should be in accordance with it and with the assent of the sanitary engineers entrusted with the work. Such a work means an enormous outlay of money and will require many years for its accomplishment, but it can not be avoided if this city is to prosper and grow. It is sheer suicide to leave the matter to chance or to defer its consideration to some future time, for the epidemic along the whole Brazilian coast this year shows that it has won a stronger hold than ever. The experience of Rio, Santos, Campinas and many other Brazilian cities shows that increasing population is rapidly aggravating the evils out of which these epidemics spring, and it also shows that unsanitary habits are so common among the Brazilian people that nothing but heroic measures can be depended upon for their extirpation. Local talent can not be depended upon for these needed sanitary measures, for it lacks a full comprehension of the evils involved and experience in devising and executing works for their correction. The importance of the problem requires that none but the ablest sanitary engineers of the world should be called in for consultation, and that no plan should be adopted which is not unreservedly approved by them. Rio de Janeiro is too rich and important a city to be permitted to continue longer in its present conditions. It is being literally poisoned by its own filth, and ruined by its own apathy and incompetence. Marseilles and other great cities have succeeded in freeing themselves from the deadly embrace of epidemic visitations produced by unsanitary conditions, and we are confident that Rio de Janeiro can do the same. And we are convinced that the initiatory steps should be taken at once—this very year.

We have been requested to insert the following letters:—

RIO DE JANEIRO, March 21, 1892.

GENTLEMEN,—I have received the adjoined Despatch from Her Majesty's Minister, conveying a gracious message of thanks from Her Majesty The Queen to the British Residents at Rio de Janeiro who voted an address of sympathy to Her Majesty, Their Royal Highnesses the Prince and Princess of Wales and the Royal Family, on the occasion of the lamented death of His Royal Highness The Duke of Clarence and Avondale and Earl of Athlone.

I am, Gentlemen,

Your most obedient and faithful servant,  
WILLIAM G. ABBOTT,  
Consul General.

To THE BRITISH RESIDENTS,  
RIO DE JANEIRO.

RIO DE JANEIRO, March 19, 1892.

SIR,—With reference to your Despatch to me of the 16th of January last and to my reply of the following day, I have the honour, in compliance







March 18.—The market was firm, but not so active as yesterday. The London and River Plate Bank has paid...

March 19.—The banks opened at 12 on London, with the exception of the Brazilian bank, which was 1 1/2 post-est.

March 21.—The banks opened at 1 1/2 on London, and the market was steady, but very quiet during the day.

SALES OF STOCKS AND SHARES.

March 14. 2 Apolices, \$1,014 13 Apolices, \$1,140

March 15. 300 Sovereigns, \$50 315 Apolices, \$1,020

March 16. 850 Brazil, \$5 170 100 Republica, \$4 500

March 17. 3000 Sovereigns, \$50 63 Apolices, \$1,020

March 18. 100 Brazil, \$5 170 100 Republica, \$4 500

March 19. 1000 V.F.Sap'y \$150 17 200 Moss. Asul, salt 50

March 20. 100 Brazil, \$5 170 100 Republica, \$4 500

March 21. 1000 V.F.Sap'y \$150 17 200 Moss. Asul, salt 50

March 22. 100 Brazil, \$5 170 100 Republica, \$4 500

March 23. 1000 V.F.Sap'y \$150 17 200 Moss. Asul, salt 50

MARKET REPORT.

Rio de Janeiro, 21st March, 1892.

Exports.

Coffee.—There has been a moderate business during the past week, but it is difficult to estimate the sales.

Stocks, March 18th. Pith.—There are no receipts and the market is firm.

White Pine.—Receipts have been 206,278 feet per day.

Swedish Pine.—The cargo per Henry, referred to in our last report, is being stored.

Rosene.—Receipts have been 5,000 cases per leanna and 15,000 cases per Edward D. Jewett, from New York.

Rice.—Receipts have been 11,000 bags per Ville de Buenos Aires and Berlin, via Europe.

Codfish.—Receipts are 125 cases Norwegian per Olanda and 25 cases from New York per Argentinia.

Stocks were this morning estimated to be \$29,744 bags in all hands.

The market is steady, but rather quiet, at the following quotations, viz:

Table with columns: Type, per arroba, Type, per arroba. Lists various goods like Sugar, Coffee, and Beans with their respective prices.

DAILY RECEIPTS AND SHIPMENTS OF COFFEE AT RIO DE JANEIRO.

Table with columns: Receipts, Shipments, and various coffee grades (C, B, A) with their respective weights in arrobas.

Imports.

The markets have generally been quiet. Receipts of most articles have been fair, but are nearly all for account of our change in quotations.

Receipts continue for account of dealers and there are no stocks in first hands.

Flour.—Receipts have been 7,884 bags. Total receipts since our last report have been 41,775 bags.

Stock, March 18th. Pith.—There are no receipts and the market is firm.

White Pine.—Receipts have been 206,278 feet per day.

Swedish Pine.—The cargo per Henry, referred to in our last report, is being stored.

Rosene.—Receipts have been 5,000 cases per leanna and 15,000 cases per Edward D. Jewett, from New York.

Rice.—Receipts have been 11,000 bags per Ville de Buenos Aires and Berlin, via Europe.

Codfish.—Receipts are 125 cases Norwegian per Olanda and 25 cases from New York per Argentinia.

Stocks were this morning estimated to be \$29,744 bags in all hands.

Brain.—Receipts are 6,500 bags from the River Plate per Edward D. Jewett. We may quote at \$870-880 per bag, according to quality.

Indian Corn.—We have received 200 bags per steamer from Bahia, per Rio. Brokers quote at 6500-6550 per bag for foreign, and dealers \$800-8100 for native corn, per bag, according to quality.

Turpentine.—Receipts are 50 cases per Argentinia. The quotations are about unchanged at 700-840 per barrel.

Gas.—Receipts since our last report have been: 2,062 tons per Avethna, from Cardiff.

The letter comes to the gas company and the former to a shipping agency.

ARRIVALS OF FOREIGN VESSELS.

MARCH 14. NEW YORK.—Br bk Edward D. Jewett; 880 tons; Johnson; 47 ds sundries to order.

MARCH 15. BUENOS AIRES.—Arg sch Condor; 134 tons; Marshall; 26 ds sundries to order.

MARCH 16. BALTICUM.—Br bk Avethna; 1108 tons; Anderson; 44 ds coal to Messageries Maritimes company.

MARCH 17. NEW YORK.—Dutch bk Nil Desperandum; 1164 tons; Mulder; 4 ds sundries to order.

MARCH 18. BARBADOES.—Br bk Kate Burrill; 688 tons; Wilson ballast.

MARCH 19. MONTEVIDEO.—Swed bk Nordfjorden; 675 tons; Sundvall; 17 ds.

MARCH 20. QUEBEC.—Br bk Polynesian; 1137 tons; Williams; ballast.

MARCH 21. MACKINAC.—Swed bk Elisabeth; 320 tons; Lindstrom; ballast.

MARCH 22. DELAWARE BREAKWATER.—Nor bk Nor; 588 tons; Luckhold; ballast.

DEPARTURES OF FOREIGN VESSELS.

MARCH 14. ITAHARA.—Port bk Estevao; 253 tons; Borda; sundries.

MARCH 15. BARBADOES.—Br bk Kate Burrill; 688 tons; Wilson ballast.

MARCH 16. MONTEVIDEO.—Swed bk Nordfjorden; 675 tons; Sundvall; 17 ds.

MARCH 17. QUEBEC.—Br bk Polynesian; 1137 tons; Williams; ballast.

MARCH 18. MACKINAC.—Swed bk Elisabeth; 320 tons; Lindstrom; ballast.

MARCH 19. DELAWARE BREAKWATER.—Nor bk Nor; 588 tons; Luckhold; ballast.

CLEARED AND READY FOR SEA.

PENSACOLA.—Nor bk Avethna; 1108 tons; Anderson; 44 ds coal.

FREIGHTS AND CHARTERS.

The Br bk Windor Castle has been chartered to load coffee for the Cape of Good Hope, three ports, for 4,500.

VESSELS AFLOAT & LOADING FOR RIO.

Achille.—London 26 Jan. Antiga.—Brunswick 15 Feb.

Fred. Gowen.—Brunswick 19 Feb. Freya.—Glasgow 25 Feb.

Luise.—Falmouth 14 Jan. Fano.—Hamburg 14 Jan.

ARRIVALS OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CONSIGNED TO. Lists arrival details for various steamers.

DEPARTURES OF FOREIGN STEAMERS.

Table with columns: DATE, NAME, WHERE FROM, CARGO. Lists departure details for various steamers.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MARCH 22nd, 1892.

Table with columns: NAME, TONS, ARRIVED, WHERE FROM, CONSIGNER. Lists sailing vessels and their details.

Calling at intermediate ports.

American.

bk E. W. Stetson 1006 Mar. 4 New York. Gerald de C. & I.

Argentine.

bk Leopollina 1454 Nov. 2 Macao P. Fernandes & R.

British.

bk Moorhill 484 Dec. 4 Quebec. Gerald de C. & I.

bk Nil Desp'dm 1164 Mar. 20 New York. In distress.

bk Gipsey 474 Feb. 13 Liverpool. Smith & Yule.

bk Maria Isahel 97 Aug. 9 Figueira. Veiga Pinto & C.

bk G. E. 1147 Feb. 26 Hls. Aires. Wilson Sons & C.

bk Maria Merc. 215 Feb. 26 Bs. Aires. Moinho Flm.

bk G. E. 1147 Feb. 26 Hls. Aires. Wilson Sons & C.

bk Maria Merc. 215 Feb. 26 Bs. Aires. Moinho Flm.

bk Maria Isahel 97 Aug. 9 Figueira. Veiga Pinto & C.

bk G. E. 1147 Feb. 26 Hls. Aires. Wilson Sons & C.

bk Maria Merc. 215 Feb. 26 Bs. Aires. Moinho Flm.

bk Maria Isahel 97 Aug. 9 Figueira. Veiga Pinto & C.

bk G. E. 1147 Feb. 26 Hls. Aires. Wilson Sons & C.



STOCK AND SHARE LIST.

March 19th, 1892.

GOVERNMENT BONDS.

Table with columns: Present Amount, Interest Payable, Rate %, Denomination, Nominal value, Last sale, Closing quotations. Lists various government bonds like Apollonia, Gold Loan, and State of Rio de Janeiro.

DEBENTURES.

Table with columns: Present Amount, Interest Payable, Rate %, Companies, Nominal value, Last sale, Closing quotations. Lists numerous companies and their debentures, including Sulfur Works, various industrial firms, and banks.

SHIPPING.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists shipping companies and their financial details.

INSURANCE.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists insurance companies and their financial details.

RAILWAYS AND TRAMWAYS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists railway and tramway companies and their financial details.

BANKS.

Table with columns: Capital, Capital paid up, Reserve fund, Name, Dividend paid, Nom. value, Last sale, Closing quotations. Lists various banks including Rio de Janeiro, Agricola do Brazil, and others.

HYPOTHECARY NOTES.

Table with columns: Present Amount, Interest payable, Rate %, Banks, Nominal value, Last sale, Closing quotations. Lists banks and their hypothecary notes.

MILLS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists mill companies and their financial details.

MISCELLANEOUS.

Table with columns: Capital, Capital paid up, Reserve fund, Companies, Dividend paid, Nominal value, Last sale, Closing quotations. Lists various miscellaneous companies and their financial details.

**Shipping.**

**THOMAS NORTON'S**  
 OLD REGULAR LINE OF SAILING PACKETS  
 BETWEEN THE  
 UNITED STATES AND BRAZIL PORTS  
 Established in 1805  
 Loading Berth; Covered Pier No. 17, East River  
 For Freight and General Information apply to  
 Thomas Norton,  
 104 Wall St., New-York.

**Steamships.**

**UNITED STATES AND BRAZIL MAIL STEAMSHIP Co.**  
 FORTNIGHTLY SERVICE  
 CARRYING THE U. S. AND BRAZILIAN MAILS  
 SAILINGS FOR NEW YORK:  
 ADVANCE..... April 5  
 SEGURANÇA..... " 18  
 The fine Steamer

**VIGILANCIA**

Captain **PETRIE**

will sail for

**NEW YORK**

calling at

BAHIA, PERNAMBUCO, PARÁ, BARBADOS  
 AND ST. THOMAS.  
 about 29th March

**Passage Rates**

	cabin	steerage
To Liverpool.....	\$220	— gold
New York.....	\$145	\$75 "
" & back..	\$275	— "

For passages and information apply to

Wilson, Sons & Co., Limited; Agents

No. 2 Praça das Marinhãs.

And for cargo to

W. C. Peck,

No. 1 A, Rua de S. Pedro.

**ROYAL MAIL STEAM PACKET COMPANY.**

Under contracts with the British and Brazilian Governments for carrying the mails.

**TABLE OF DEPARTURES,**

1892

Date	Steamer	Destination
Mar. 28	Clyde....	Montevideo and Buenos Aires.
April 6	Tagus....	Bahia, Pernambuco, Las Palmas, Lisbon, Vigo, Southampton and Rotterdam.
" 15	Trent....	Montevideo and Buenos Aires.

This Company will have steamers from and to England twice per month.

Insurance on freight shipped on these steamers can be taken out at the Agency.

For freight, passages and other information apply to

Rua do S. Pedro No. 1, Sobrado.

G. C. Anderson,

Superintendent.

**LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS.**

UNDER CONTRACT WITH THE

**BRAZILIAN GOVERNMENT.**

INTENDED SAILINGS FROM RIO.

For New York:

Nasmyth..... March 25th

Mails are closed as announced by the Post Office.

For cargo apply to the Broker

Wm. R. McNiven,

89, Rua 10 de Março.

For passages, parcels, specie, etc., to the

Agents—NORTON, MCGAW & Co.

**WILLIAM SAMSON & Co.**

Steamship Agents and Shipbrokers

AGENTS FOR THE

**ALLAN LINE OF STEAMERS**

RIO DE JANEIRO, Rua S. Pedro No. 1, P. O. Box 1113.

BUENOS AIRES, Calle Cuyo No. 429, P. O. Box 905.

MONTEVIDEO, Calle Piedras No. 38, P. O. Box 253.

ROSARIO, Calle Bajada 186, P. O. Box 54.

Cable Address:—SAMSON.

**THE SINGER MANUFACTURING COMPANY**  
 NEW YORK AND LONDON

SOLE MANUFACTURERS AND PROPRIETORS OF THE

Celebrated **SINGER** Celebrated  
 Sewing Machines Sewing Machines

General Agency in South America:

No. 53, RUA DOS OURIVES, RIO DE JANEIRO.

BRANCH AGENCIES:

Niteroy: 38, Rua do Imperador	Sao Paulo: 34 B, Rua da Imperatriz	Bahia: In front of the Elevator	Campos: 69, Rua 13 de Maio
Porto Alegre: 339, Rua dos Andradas	Buenos Aires: 137, Calle Maipú	Rosario: 193 1/2, Calle Mendoza	

and at Montevideo, Salto, La Plata, Cordoba, Santa Fé, Tucuman, Asuncion, Valparaiso, Santiago, Guayaquil, Lima, Iquique, La Paz, etc., etc.

**LEA & PERRINS'**

**SAUCE,**

The ORIGINAL and Genuine

**WORCESTERSHIRE SAUCE**

bears the Signature, thus:—

*Lea & Perrins*

Ask for

**LEA & PERRINS' SAUCE.**

Wholesale and for Export by the Proprietors, Worcester; Crose & Blackwell, London, &c., &c.; and by Grocers and Oilmen throughout the World.

RETAIL EVERYWHERE.

**NORDDEUTSCHER LLOYD, BREMEN.**

Capital. . . 40,000,000 Marks.

Regular Lines of Steam Packets between

Bremen—United States  
 " Brazil  
 " River Plate  
 " China, Japan  
 " Australia

Departures from Rio de Janeiro on the 8th and 23rd of each month to

Bahia, Lisbon, Antwerp and Bremen.

Passengers and cargo for all ports of the different lines accepted.

Passage Rates:	1st-cl.	2nd-cl.
Rio—Antwerp, Bremen.....	500 Marks.	1200/000
" —Vigo.....	500 "	1000/000
" —Lisbon.....	500 "	900/000

For further information apply to

HERM. STOLTZ & Co., Agents.

Rua da Alfandega, No. 58. Rio de Janeiro.

**PACIFIC STEAM NAVIGATION COMPANY.**

ROYAL MAIL STEAMERS.

DEPARTURES FOR LIVERPOOL.

Calling at Lisbon, Bordeaux and Plymouth.

Sorata..... Mar. 28th

Iberia..... April 11th

These popular steamers are fitted with the electric light and all modern conveniences. Insurance policies may be taken out at the agency on merchandise, baggage and values.

For freights apply to W. C. Peck,

No. 1 A, Rua de S. Pedro;

and for passages and other information to

Wilson Sons & Co., L'd., Agents.

No. 2, Praça das Marinhãs.

**NEW ZEALAND SHIPPING Co., L'd.**

ROYAL MAIL STEAMERS.

HOMEWARDS—RIO TO LONDON.

Due at Rio de Janeiro.

Kaikoura..... April 12th

Tongariro..... May 10th

These steamers are first-class in every respect and are celebrated for quick homeward passages and superior accommodations. Call at TERNHEIMER and PLYMOUTH; passengers may land at latter port.

For freights apply to W. C. Peck,

No. 1 A, Rua de S. Pedro;

and for passages and other information to

Wilson Sons & Co., L'd., Agents,

No. 2, Praça das Marinhãs.

**SHAW, SAVILL & ALBION Co., LIMITED.**

ROYAL MAIL STEAMERS

BETWEEN

NEW ZEALAND and LONDON.

HOMEWARDS—Due at Rio de Janeiro.

Tainui..... Mar. 27th

Doric..... April 24th

Steamers superior in every respect and fitted with every convenience for the comfort of travellers. Call at TERNHEIMER and PLYMOUTH; passengers may land at latter port.

For freight apply to W. C. Peck,

No. 1 A, Rua de S. Pedro;

and for passages and other information to

Wilson Sons & Co., L'd., Agents,

No. 2, Praça das Marinhãs.

**ROSS & COAKES,**  
 CIVIL ENGINEERS & CONTRACTORS

81, RUA THEOPHILO OTTONI, 81

Surveys, plans and estimates of railways and public works prepared in accordance with the requirements of the Brazilian Government.

**VISITING CARDS.**

79, Rua Sete de Setembro, 1st floor.  
 All descriptions of Commercial Printing.

**Dyspepsia**

**HORSFORD'S ACID PHOSPHATE.**

In dyspepsia the stomach fails to assimilate the food. The Acid Phosphate assists the weakened stomach, making the process of digestion natural and easy.

Dr. A. G. RAWSON HARRIS, L. R. C. P. and M. R. C. S., "The Elms," Pembroke, Eng., says: "I used it in a case of nervous dyspepsia, of long standing, where for years there had been a great wear and tear of the nervous system. This objectionable symptom was speedily relieved in a way that no other remedy has ever effected."

Descriptive pamphlet post-free on application to  
 Rumford Chemical Works, Providence, R. I., U. S. A.

Sole Agents

W. R. CASSELS & Co.

8 A, Rua da Candelaria

**ST. JACOBS OIL**  
 TRADE MARK  
 THE GREAT REMEDY FOR PAIN.  
 RHEUMATISM, NEURALGIA, SCIATICA, LUMBAGO, BRUISES, HEMORRHOIDS, SORE THROAT, SCALDING, SPRAINS, BRUISES, BURNS, SCALDS, FROST-BITE.  
 Sold by Druggists and Dealers everywhere. Fifty Cents a bottle. Directions in 11 Languages.  
 THE CHARLES A. VOEGELE CO. Baltimore, Md., U.S.A.

W. R. CASSELS & Co., Agents for Brazil.

**CRAUFURD COLLEGE.**

MAIDENHEAD, BERKS, ENGLAND.

Head Master: The Revd. Edward de Ewer.

The attention of parents who desire a good English education for their sons, and a happy home, is directed to the above establishment. The house is spacious, the situation high and very healthy. Terms inclusive and moderate. Entire charge can be taken of boys.

References to parents in Brazil:

WM. SPEERS Esq.

Superintendent of the S. Paulo Railway.

S. PAULO, BRAZIL.

Prospectuses on application.

**SUPERIOR HUNGARIAN WINES**

Recommended brands:

Hungarian Claret,

Château Palugyay,

Karlovitz.

TOKAY WINE

is the best reconstituent for convalescents from fever and climatic diseases; recommended by most of the medical authorities, especially for females and children.

Sole Importers:

Rombauer & Co.

78, General Camara.

Rio de Janeiro.

Typ ALDINA, 79, Sete de Setembro